

## SECTION 10

### CONCLUSION

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The final three preferred alternatives each improve future traffic operations within the study area, reducing delays on the crossroads, while maintaining reasonable access to the adjacent commercial developments on SR 89A. These alternatives include improving SR 89A to provide access control and multi-modal facilities.

The Javelina Alternative includes two signalized intersections at Airport Road and Saddlerock Circle, with roadway improvements to North Airport Road. All intersections, with the exception of Oak Creek Blvd, are anticipated to operate at LOS C or better.

The Coyote Alternative includes three roundabout intersections at Airport Road, Soldiers Pass Road, and Posse Ground Road. This alternative requires a realignment of Posse Ground Road to align with the intersection of Birch Road. All intersections, with the exception of Oak Creek Blvd are anticipated to operate at LOS “D” or better.

The Jackrabbit Alternative includes roadway connections south of SR 89A that provide access to the fourth (south) leg of the Soldiers Pass Road intersection. This alternative provides access benefits to the areas south of SR 89A, and the potential impacts are limited primarily to properties south of the highway.

All of these alternatives will provide an effective long-range planning solution to the SR 89A Soldiers Pass Road area. Eventually one of the preferred concepts will need to be chosen as the long range planning solution for the study area. Each of the alternatives provide an acceptable engineering solution to the traffic capacity and access control issues along SR 89A, however a decision will need to be made determining which concept will become the long range solution for the area.

An interim solution is proposed to improve traffic operations and highway access for the study area until a long range solution is decided. The interim solution includes constructing a traffic signal at Airport Road, which will improve access to SR 89A from neighborhoods south of the highway. However, because of the close spacing between the traffic signal at Soldiers Pass Road and the proposed signal at Airport Road, this can only be considered an interim solution. Traffic volumes on SR 89A are expected to increase, and this may cause traffic queues to impact the operations of these traffic signals, only SR 89A. Several implementation triggers have been included in Section 9 of this report to indicate when a long term solution must be implemented.